

**Friendship Heights
Transportation Management District
Advisory Committee
April 9, 2013**

Voting Members

Aurelio Baca-Asher
Tiffany Gee (Chair)
James Calderwood
Campbell Graeub
Cobey R. Kuff
Allison Lazare (Vice Chair)
Ann F. Lewis
John Mertens
R. Mallory Starr

The JBG Companies
Chevy Chase Land Company
Chevy Chase Village Board of Managers
Citizens Coordinating Committee on Friendship Heights
WP Project Developer, LLC
United Educators Insurance
Friendship Heights Village
Friendship Heights Village
Somerset House Management Association

Non-voting Members

Vacant

M-NCPPC

TMD Staff

Nakengi Byrd
Jim Carlson
Sheila Wilson

MCDOT/Transit Services Division-Commuter Services
MCDOT/Transit Services Division-Commuter Services
MCDOT/Transit Services Division-Commuter Services

Absent

Sandra L. Brecher
-Representing DOT Director
Barbara Condos
Joe Dixon
Capt. David Falcinelli
Kenneth Hartman

MCDOT/Transit Services Division-Commuter Services

Town of Somerset
GEICO
Montgomery County Police
B-CC Services Center

Guests

Cherian Eapen
Bob Joiner
Tom Quinn

temoss, llc
The Agenda News
Advisory Neighborhood Commission 3E

Abbreviations:

APFO = Adequate Public Facilities Ordinance
ANC = Advisory Neighborhood Commission
CIP = Capital Improvement Program
CTP = Consolidated Transportation Program
DDOT = District Dept. of Transportation
LATR = Local Area Transportation Review
M-NCPPC = Maryland-National Capital Park and Planning Commission
TPAR = Transportation Policy Area Review

Items 1, 2, 3- Introduction/Minutes Approval/Chair Comments: Chair Tiffany Gee called the meeting to order. Members and guest introduced themselves.

VOTE: The Committee approved March minutes with changes.

Ms. Gee introduced **Cherian Eapen**, formally with Maryland-National Capital Park and Planning Commission (M-NCPPC), now principal of temoss, llc.

Item 4 – Presentation: Montgomery County Transportation Test in Subdivision Staging: **Mr. Eapen** said that the transportation test for developments, which falls under subdivision staging, is a policy that the County uses to manage growth. The transportation test started in 1973; County Council required the policy be formalized in 1986. Funding for the transportation test comes from the County’s Capital Improvement Program (CIP) and the State’s Consolidated Transportation Program (CTP). These projects are planned based on 10 year projections.

Mr. Eapen explained that the Transportation Policy Area Review (TPAR) is a new way of transportation testing for new development projects. The test falls under the Adequate Public Facilities Ordinance (APFO), which is part of the County’s subdivision regulations used to guide property owners through the development process. The developer must pass the TPAR and Local Area Transportation Review (LATR) tests before M-NCPPC will allow the developer to start construction.

Mr. Eapen explained that the first tier of testing is LATR, a test of the immediate area of the proposed project. A study is conducted on the surrounding intersections regarding traffic capacity impact and the access and exit passageways. The second tier of testing, TPAR, looks at the project in relation to its impact on the policy area as a whole. Standards are lower in less populated policy areas, such as Damascus (for example) due to the lack of transit options, and standards are stricter in densely areas that have more alternative transportation choices, such as Friendship Heights.

The transportation tests use a Highway Capacity Analysis as a standardized way of looking at intersection capacity by determining the amount of traffic delay at intersections. The delays are ranked A-F, with “A” considered free flowing and “F” as the designation for grid lock.

The policy area location will determine the type of traffic mitigation required for the project. Since achieving adequate transit performance is important to controlling traffic congestion, the TPAR test either calculates a mitigation payment by the developer or may require binding traffic mitigation agreement if the project is located in a transportation management district such as Friendship Heights.

The size of the traffic study depends on the number of peak hour trips: one hour identified in the morning & one in the evening.

Mitigation payments are calculated by the transportation tax rate for that specific policy area, which also determines whether the project is adequate for road or transit facilities. If the project is not considered adequate, then the developer must pay 25 percent of the tax rate on top of the existing policy area tax rate. The money is put in an escrow account that is earmarked for specific transportation projects in the area. This is a new process and it will take time to see how well it will work.

Mr. Eapen described the mitigation process:

- If a project generates less than 30 trips, a traffic exemption statement is required
- If more than 30 trips, determine the policy threshold at the intersections
- In the CBD areas there must be a balance at intersections regarding traffic so as not to create a hazard for pedestrians in the area – trips are mitigated by providing transit options to discourage driving
- In certain instances the developer has the option of paying out of the mitigation process

Mr. Eapen explained that tax rates in transportation hubs are lower than rural areas such as Clarksburg to encourage development around Metro stations. This may be due to road infrastructure already built to capacity in congested areas, so there is little capital investment.

Other items discussed by **Mr. Eapen** were:

- How transportation tax fees are calculated depending on the policy area
- An explanation of how tax loop holes were closed, increasing developer fees to fund transit and transportation infrastructure
- How mode share shifts, biking and walking are factored into the transportation tests
- How creating developments with a good mix of uses help in mitigating traffic congestion
- How the lack of development along Montgomery County corridors cause loss of revenue, because drivers only use main arteries as a travel throughway to another destination

Item 5 – Advisory Neighborhood Commission (ANC) 3E Representative: Mr. Carlson introduced **Tom Quinn**, the ANC 3E representative, who gave a brief overview of the type of issues his office handles. The Commission area is bordered by Tenley Town on the east and Western and Massachusetts Avenues on the west.

Mr. Quinn said his office covers issues such as:

- Zoning exceptions for residencies and the zoning rewrite
- Putting up stop signs and changing parking requirements
- Receive complaints regarding parking and traffic
- Installing bike infrastructure and bikeshare stations to close gap between Tenley Town and Friendship Heights

Current and upcoming projects are the relocation of the new law school and the Safeway at Wisconsin and Ellicott Streets.

Mr. Carlson explained the role of the Friendship Heights TMD Advisory Committee, which makes recommendations to the County Executive, the Director of the Department of Transportation, and other agencies.

Mr. Carlson suggested a partnership between the TMD Advisory Committee and the ANC 3E for a greater impact in the Friendship Heights area. **Mr. Quinn** announced that the ANC meets monthly at 7 pm. Agenda items will be forwarded to the Advisory Committee.

Campbell Graeub asked if **Mr. Quinn's** team could do something to make the District Dept. of Transportation (DDOT) more responsive to requests to repair the pavement on Western Avenue. **Mr. Quinn** said he would mention it to Chair **Jonathon Bender**; however the repairs may have an environmental component which could take DDOT a longer time to respond.

Item 6 – Letter, Little Falls Watershed Alliance: Mr. Carlson explained that the letter from the Alliance, included in the meeting packet, clarified that **Richard Yates** did speak for the Little Falls Watershed Alliance when he spoke at January's meeting. The letter represents an official change to the meeting minutes. **Mr. Yates** is no longer with the Alliance but was an official representative of the Alliance at the January meeting.

Item 7- Updates:

- Bike To Work Day May 17th – new pit stop at Wisconsin Place
- Telework Workshop April 11th - Executive Office Building, Rockville
- Alta Bicycle Share contract finalized – bike stations and other equipment to be ordered

Adjourned

Next meeting date -May 14, 2013